

City of Fort Smith, Arkansas  
Minutes of the Streets, Bridges and Associated Drainage  
Capital Improvements Plan (CIP) Advisory Committee Meeting  
March 10, 2016

A meeting of the Streets, Bridges and Associated Drainage Capital Improvement Plan (CIP) Advisory Committee was called to order at 12:05 p.m. on March 10, 2016, in the Planning Conference Room #326 of the City by Aaron St. Amant (Chairman).

Committee members present:

Aaron St. Amant – Ward 3 (Chairman)  
Stan Vlademar – Ward 1  
Tiffinee Baker – Ward 2  
Robert Brown – Ward 3  
David Armbruster – Ward 4

Committee members absent:

Tyler Lamon – Ward 2  
Philip Rosar - Ward 4

City Staff Present:

Jeff Dingman, Acting City Administrator  
Stan Snodgrass, Director of Engineering  
Greg Riley, Director of Operations  
Matt Meeker, Senior Project Engineer  
Brian Waldrip, Senior Project Engineer  
Sonya Elliott, Administrative Coordinator  
Jennifer Stevens, Accounting Technician

Minutes of the March 10, 2016 Meeting

Tiffinee Baker made the motion to approve the minutes from the meeting and David Armbruster seconded. The minutes were approved 5 in favor, 0 opposed.

New Business:

The Chairman explained the purpose of the meeting to the committee. The purpose of the meeting was to discuss general items and questions.

Stan Snodgrass advised the CIP Advisory Committee on the May/Lecta public meeting on March 3 to discuss the 2016 Street Overlays/Reconstruction project in this area. Approximately 100 flyers were mailed to the property owners and feedback from the neighborhood showed support for the project. As such the overlay in this area will remain on the 2016 CIP.

Stan Vlademar requested a field trip in order to get a visual aspect of the various types of projects. Items to look at include the S. 46<sup>th</sup> St. drainage project and a rail road crossing upgrade. Either a city bus or van will be used depending on the number of attendees.

Aaron St. Amant asked how many would like to do the field trip with total of four committee members interested. The field trip was scheduled for Saturday April 16, 2016 at 9:00 a.m. at the Creekmore Park Building parking lot.

Stan Snodgrass stated when the street ratings were completed we would start working on the proposed street overlay projects for the 2017 plan. Based on the ratings we would start by looking at a group of the worst rated streets totaling around 20-25 miles. The Engineering Department will then drive them and refine the group for consideration in the 2017 program. The actual mileage of street overlays will be dependent upon the dollar amount budgeted for the 2017 program.

David Armbruster would like to look further into the issues raised in Jerry Fleming's memorandum dated March 10, 2016 which had been submitted to the CIP Advisory Committee (copy attached). Stan Snodgrass asked for a copy of the memo which was then provided by Mr. Fleming. Aaron St. Amant asked for any comments. Robert Brown questioned Jerry if he was wanting more overlays to be completed. Jerry Fleming said that he would like a review to determine if a different type of asphalt should be utilized referring to the SuperPave asphalt mentioned in his memo.

David Armbruster asked the Engineering Department for their input regarding the use of a SuperPave Mix. Stan Snodgrass noted that the SuperPave mix had been around since the early 1990s. While not typically utilized on City streets, SuperPave mix had been used on several city streets including Phoenix Avenue and routes such as Rogers Avenue and Towson Avenue which have been resurfaced by the AHTD. Stan noted that our observation of SuperPave over the years has been that it cracks more frequently than a Type 3 surface course which is used by the City. Stan Snodgrass said he had talked with Chad Adams with the AHTD regarding the SuperPave asphalt and said they are relooking at the SuperPave mix. Greg Riley stated that there is independent research on SuperPave showing there are problems with it.

Jerry Fleming asked how long the street overlays were lasting. Stan Snodgrass said some haven't been touched since the program began in 1986. Robert Brown stated that some of the streets were lasting longer due to the fact that it has a lighter amount of traffic on it. Jerry Fleming suggested that Dallas Street east of Massard Road be considered for a future overlay and Moody Road should also be considered. Matt Meeker said that Moody Road was on the initial resurfacing list but was taken off due to funding allocated towards the street overlay projects. Jerry Fleming suggested that maintenance of a street would also help it last longer.

Greg Riley stated he has been working on a plan to help preserve the streets. The Street Department has completed 16,000 feet of crack seal so far and he also coordinates with the Engineering Department for patching and pothole repair. Jerry Fleming asked if we had a specific pothole budget and Greg Riley said that pothole repair is included in his overall maintenance budget which includes numerous items. Greg indicated his crews are currently working on Lee Lane to complete a drainage project.

David Armbruster stated maybe we should look at the Contractor and the Engineering Firms/Inspectors on the subdivisions to see if there is a pattern. David Armbruster stated maybe we should revise the street standards and get independent engineer reports to help oversee the inspection of the subdivision streets. Robert Brown asked if the revising the street standards would require approval by the Board of Directors and Stan Snodgrass said yes. Robert Brown said he would like to see higher street standards.

David Armbruster stated that Seminole Street behind South Side High School, sat dormant for 15 to 20 years and now needs resurfacing. It was noted that street was built in 1978 and is 38 years old, and the deterioration from the sun and weather in association with significant building activity has created the need for resurfacing of the street.

Robert Brown stated that maybe the subdivisions should be built first and complete the building of the homes before the city takes over responsibility of the street. Jerry Fleming asked if all the streets in the Chaffee Crossing area were in the City Limits and did the City have to maintain the streets that were already constructed. Stan Snodgrass said the major streets at Chaffee Crossing were dedicated to the City and accepted by the Board for maintenance by the City. There are numerous smaller streets in the Chaffee Crossing that are not the responsibility of the City to maintain.

Tiffinee Baker asked if there was a universal street standard similar to what other cities utilize that could be used for the city. Stan Snodgrass stated that other cities have similar standards to what we currently use. Stan indicated that if our standards are raised above what surrounding communities use, the realtors and developers would likely object stating the increased cost of development in Fort Smith would create a negative impact as our cost would not be competitive with surrounding communities.

Aaron St. Amant asked what we thought was the number one issue that caused failure to the streets. Stan Snodgrass stated it would likely a result of subsurface water causing issues with the subgrade and road base. David Armbruster stated that we should require a more in depth report completed on the subsurface water issues to determine if there are groundwater issues. Aaron St. Amant stated it may be beneficial to require the developers to install more underdrains. Jerry Fleming agreed that the Reata Subdivision needed more underdrains also. David Armbruster asked if there was any core drilling as part of the developer's inspection requirements. Stan Snodgrass said yes, the developer does test the material thickness and the density, and they do their own inspections. Our city inspectors only provide very minimal inspection to the city streets and drainage. David Armbruster asked would it be cost effective to have independent inspectors. Jerry Fleming stated we should have the developer pay for more in depth testing. Jerry Fleming stated the streets in the Reata area are only 5 or 6 years old, and they have alligator cracks really bad, and when it rains, those cracks let the water in which causes the streets to require repair by the city. Robert Brown stated that we need to review the standards and have stricter requirements for the developments. David Armbruster stated that there are not enough funds to do everything the committee is wanting done.

Stan Snodgrass stated that while we can discuss design standards, the purpose of the committee is to recommend a capital improvement plan for city street and drainage projects. Stan stated that we are halfway through the planning year and we need to get projects identified for the five year plan which is scheduled to be submitted to the Board by September 1.

Robert Brown asked if anything could be done on North 66<sup>th</sup> Street between Kinkead and Grand Avenue that floods frequently requiring closure of the road. Stan Snodgrass stated that this crossing is in the FEMA Regulatory Floodway and would require a study for impacts to the floodway and possible wetland issues. Robert Brown would like to have a study done as far as the cost and get information going on this. David Armbruster seconded the motion with all committee members in agreement.

David Armbruster asked about the Geren Road Project and why it was a major street reconstruction project. Stan Snodgrass stated that it started out as an overlay project but it changed to a major street project due to the narrowness of the street and the large/steep ditches throughout. David Armbruster asked if the county was involved in this project. Stan Snodgrass stated that the city has talked to them but does not expect them to have much involvement in the cost of this project.

David Armbruster asked about the Kelley Highway and Spradling Avenue Extensions and why there were two extensions to the west. Stan Snodgrass stated the Spradling Extension will extend east from Riverfront Drive providing access to the City's 51 acre sports field. At this time it will not connect to the intersection of Spradling and 23<sup>rd</sup> Streets. Kelley Highway is being extended west of Midland Boulevard to Riverfront Drive. Robert Brown questioned how beneficial this would be to the businesses in the Kelley Highway Extension. Stan said it would primarily serve as a direct route to the riverfront area from I-540.

There was discussion that the Hwy 45 project would be beneficial to businesses along the route as the traffic in this area is already heavy. Stan Snodgrass stated there has been discussion with the AHTD about cost sharing on the Hwy 45 project. Robert Brown stated we should focus on projects similar to the Zero Street (Hwy 255) realignment by the Arkansas College of Osteopathic Medicine, because it will bring in more money and jobs to the community. He also stated that we should balance building projects and the overlay projects. Stan Snodgrass noted that the Hwy 255 realignment was already in the five year CIP. Stan Vlademar said he agreed with Jerry Fleming that we should fix what we have then move forward.

David Armbruster stated we should delay the projects associated with the future funding shown as FCRA Development once our current projects are complete. Matt Meeker stated that the agreement with the City and the Army may require commitment of an amount each year to be spent in the FCRA. Stan Snodgrass stated the \$1 million shown for FCRA development (2017-2020) had not been designated for anything specific and could be adjusted as the committee deemed necessary.

Stan Vlademar asked how many people normally bid on a Street Overlay Project. Stan Snodgrass stated usually 2-3 companies.

Aaron St. Amant asked if anyone had anything else to add. There was nothing to add.

### Citizen's Forum

Alan Love from the Fort Smith School District, passed out a map and pictures (copies attached) of the flooding that occurred at the Ramsey School and the Service Center during this past year. There was severe flooding around the drop off areas/parking lots and several administration offices were flooded at the school service center.

Matt Meeker stated he met with Mr. Love just a couple of weeks ago when we were advised of the problems they were having. Matt Meeker stated we have a project with Pradco, because of their flooding issues in this general area.

Robert Brown stated that there is an open creek that runs behind the school and questioned if it could be blocked with debris. Matt Meeker stated that it is an undersized natural grass channel until you get to Pradco, then it is concrete. Alan Love stated that the cost of the damages was \$17,000 with a \$5,000 deductible.

Aaron St. Amant asked if we could amend the Pradco Project and add the Ramsey school drainage issues to be done at the same time. Stan Snodgrass stated, yes we could go ahead and start the design for the flooding at Ramsey. Robert Brown asked if it would help by getting the water off Dallas Street. Matt Meeker stated that Greg Riley has a project that will start after school is out for the summer to help with some of the water issues on Dallas Street. Robert Brown made the motion to proceed with starting the design to address these flooding issues. Stan Vlademar seconded the motion. All were in favor to start the design work.

Robert Brown asked about the magnitude of flooding across the city. Stan Snodgrass stated that it varies significantly yearly across the city as typically one area may see several inches of intense rainfall with other areas receiving very little.

David Armbruster asked how much work remained on the street ratings. Stan Snodgrass stated we hope to be complete in about 30 to 60 days pending good weather.

With no further business, Aaron St. Amant adjourned the meeting at: 1:20 p.m.

Next meeting date will be around the first week of May, 2016.

March 10, 2016

To: CAPITAL IMPROVEMENT PLAN ADVISORY COMMITTEE

From: Jerry W. Fleming, resident and taxpayer in Fort Smith

The purpose of this note is to make the committee aware of certain specific citizen concerns that are within the subject matter suitable for consideration by the committee.

1. **Degradation of asphalt composition over the past 25 years and information regarding some research involving a new composition called "superpave".**
2. **Allocation of money for overlay/reconstruction of asphalt streets**
3. **Need for appointment of a committee to review the current street construction regulations for new residential subdivisions.**

1. **SUPERPAVE AND OTHER RELATED**: Over the past 25 years or so there has been considerable research into the performance of asphalt – with emphasis on determining the best "mix" of asphalt material. ONE result of this research is a new "mix" called SUPERPAVE. "Superpave" is an overarching term for the results of the asphalt research portion of the 1987 – 1993 Strategic Highway Research Program (SHRP). Superpave consists of (1) an asphalt binder specification, (2) an HMA mix design method and (3) HMA tests and performance prediction models. Each one of these components is referred to by the term "Superpave". Below is a brief overview of Superpave.

In 1987 the U.S. Congress established a 5-year, \$150 million applied research program aimed at improving the performance, durability, safety, and efficiency of the Nation's highway system. Called the Strategic Highway Research Program (SHRP), this program was officially authorized by the Surface Transportation and Uniform Relocation Act of 1987 and consisted of research concentrated in several key areas:

- ***Asphalt***. This area consists of research to develop a completely new approach to HMA mix design.
- ***Concrete and structures***. This area consists of research in the areas of mix design and assessing, protecting and rehabilitating concrete pavements and structures.
- ***Pavement performance***. This area consists of the Long Term Pavement Performance Program (LTPP), a 20-year study of over 2,000 test sections of in-

service U.S. and Canadian pavements to improve guidelines for building and maintaining pavements.

The SHRP asphalt research program, the largest SHRP program at \$53 million, had three primary objectives (NECEPT, 2001<sup>[3]</sup>):

- Investigate why some pavements perform well, while others do not.
- Develop tests and specifications for materials that will out-perform and outlast the pavements being constructed today.
- Work with highway agencies and industry to have the new specifications put to use.

The final product of this research program is a new system referred to as "Superpave", which stands for SUPERior PERforming Asphalt PAVEMENTS. Superpave, in its final form consists of three basic components:

1. **An asphalt binder specification.** This is the PG asphalt binder specification.
2. **A design and analysis system based on the volumetric properties of the asphalt mix.** This is the Superpave mix design method.
3. **Mix analysis tests and performance prediction models.**

Each one of these components required new specifications and performance standards as well as new testing methods and devices. As of late 2001, most states (48) have adopted or will adopt the Superpave PG asphalt binder specification and 39 states either have adopted or will adopt the Superpave mix design method.

By "googling" SUPERPAVE ASPHALT, you will find numerous articles regarding this "new" and improved asphalt mix. You are urged to do some reading on this subject.

Whereas we, in Fort Smith, are experiencing millions of dollars of early asphalt failures, it seems prudent to ask the City Engineer, Stan Snodgrass, to give a report to your committee regarding the feasibility of using this new asphalt mix (as well as other possible alternatives). This could be a part of a pavement management evaluation report that considers information prepared annually by the City Engineering Department. An explanation of this report would assist the committee in its understanding the numerous factors considered in the selection of projects in the

annual 5 year capital improvement program for streets. Superpave may, or may not, be a viable product – however, this report may present other viable options for consideration.

**As an alternative, it is my understanding that Arkola, the company that provides our area with virtually all asphalt, is aware of this new product. I am certain someone at Arkola would be pleased to have an opportunity to make a presentation to the committee regarding not only “superpave” but also give the committee a report on other changes that have been made to asphalt (currently being used in Fort Smith) during the past 25 years or so due to the higher cost of oil – a major cost component of asphalt. Why NOT give Arkola a call and an opportunity to update all of us.**

The committee is charged with reviewing recommendations from the Engineering Department as well as the public and, ultimately recommending a five year CIP relating to streets, therefore this educational information would seem critical to the committee's ability in carrying out its responsibility to the Board of Directors.

## **2. ALLOCATION OF 1% DEDICATED SALES TAX MONEY: DEFICIENCY IN OVERLAY/RECONSTRUCTION**

On another matter, in your last meeting (January) you were urged to review the recent allocations of the 1% sales tax money used for street overlay/reconstruction. It was pointed out that on average the city is only overlaying/reconstructing about 7 or 8 miles of asphalt streets – even though we have 450 miles of asphalt streets with an estimated average life of 25 years. Simple math (450 divided by 25) indicates that to just maintain our present asphalt street system it is necessary, on average, overlay/reconstruct 18 miles annually. Recently only about 30% of the 1% dedicated tax money has been allocated for overlays/reconstruction. This deficit clearly points to a “catastrophe in the making”. This subject is clearly within the purview of the committee since it is charged with reviewing and making a recommendation as to how more than 100 million or more in street tax funding is to be spent over each 5 year CIP plan.

## **3. NEED FOR REVIEW AND POSSIBLE REVISION OF SUBDIVISION STREET CONSTRUCTION REGULATIONS**

In the January meeting it was pointed out that our current residential new street construction regulations were adopted over 30 years ago and that a review of those regulations should be a priority. These regulations determine HOW new subdivision streets will be built in Fort Smith and thus also, ultimately determine HOW much money the city will be forced to pay to maintain those streets. Those maintenance



Total distance: 1,502.64 ft (458.00 m)







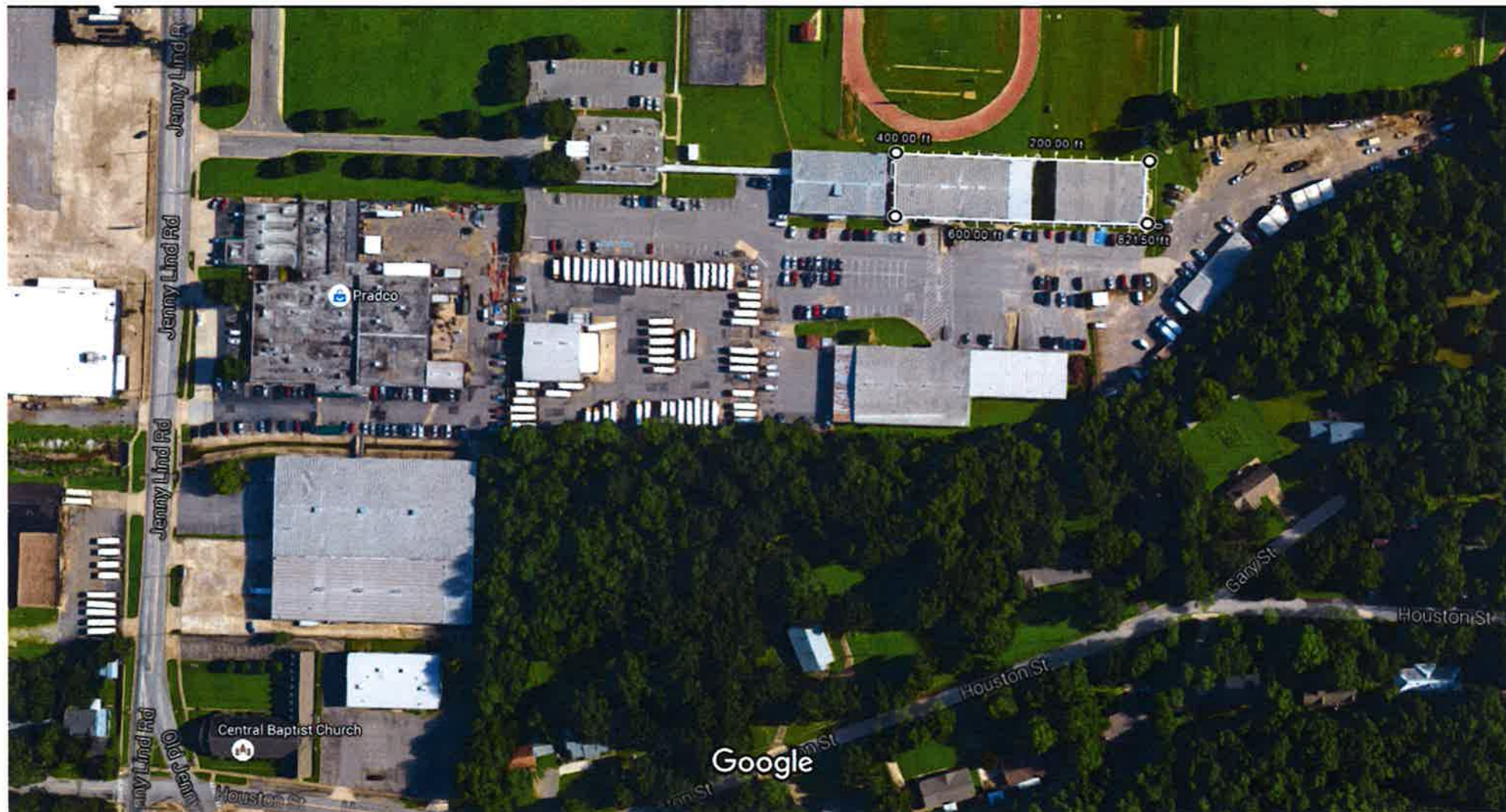












Imagery ©2016 Google, Map data ©2016 Google 100 ft

Measure distance

Total area: 26,872.68 ft<sup>2</sup> (2,496.55 m<sup>2</sup>)

Total distance: 821.50 ft (250.39 m)



Alan Love <alove1@fortsmithschools.org>

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## Building C & D Flood

1 message

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**Bettye LaBorn** <blaborn@fortsmithschools.org>

Mon, Aug 10, 2015 at 10:45 AM

To: Alan Love <alove1@fortsmithschools.org>, Benny Gooden <bgooden@fortsmithschools.org>, Gordon Floyd <gfloyd@fortsmithschools.org>

I had submitted the claim for damages and I received \$17,269.21 which I passed onto Bryan today. This does not include our \$5,000 deductible. Bettye



lunch tray.

